



Minnesota Transportation Museum

MINNEGAZETTE

September/October 1981

About the Cover

MTM's first steam passenger train, dubbed "The New Brighton Special" for the July 4 and 5 weekend, chugged through the New Brighton countryside on July 5 carrying another full load of 350 happy passengers. Immediately behind the 328 and tender was MTM's freshly-restored Rock Island 100-seat commuter coach No. 2604 (minus the windows). Photo by Bob Clarkson.

CORRECTION

Oops, we goofed! The left-hand photo on page 8 in the July/August **Minnegazette** had an incorrect photo credit. The photo was shot by Dawn Holmberg. Sorry, Dawn.

Membership Meeting Sept. 8

The next general membership meeting is at 7:30 p.m. on Tuesday, September 8 at the Northern States Power (NSP) auditorium at 414 Nicollet Mall in downtown Minneapolis. Another great entertainment program is being lined up. See you there!

Wanted: Slides of NP 328 for Presentations

In order to prepare an 80-slide presentation about the restoration and operation of NP steam engine 328, members and nonmembers are invited to submit to **Dennis Johnson** slides which they feel represent the MTM's involvement with the engine.

The slide presentation, which will have a script, will be shown throughout the nonoperating season to various interested civic groups. The presentation will be just one of several to be produced (some multi-projector) for an MTM speakers bureau in which interested members may participate as representatives of the MTM before the community at large.

Credit will be given in a list of credits but not with each photo. Slides will be duplicated and the originals returned to the owner.

Dennis Johnson
Vice President, Public Relations

Rain Dampens CHSL Ridership

A rainy June (particularly on weekends) dealt a blow to ridership on the Como-Harriet Streetcar Line. More seasonable weather returned in July and so did the passengers. Total ridership, however, is 3,146 behind last year's near record pace as of July 31.

Although total revenue patronage is 10 percent below that of last year, charter ridership is up a whopping 42 percent!

Ridership totals (including charter passengers)

	1981	1980
March-May	7315	7604
June	9633	11879
July	14562	15173
Totals	31510	34656

While ridership at the site has decreased from last year, there are many things that reflect a true pride about our operation. We can point with pride that over 31,500 people have enjoyed a ride with us into a remembrance of yesteryear. We can point with pride to our efforts at a continued maintenance program both on the right-of-way, and on car 1300.

We can point with pride to the nearing completion of restoration on Duluth streetcar No. 265 which was test run recently. We can point with pride to the area beautification of brickwork of the caryard/barn. We can point with pride to providing service to groups of diverse natures: preschool, birthday groups, board meetings, senior citizens, and others.

Our charter work this year has, for example, ranged from scheduling a group of two (that's right, two) people who arrived in a chauffeured Rolls Royce Silver Shadow III to a group of well over 100 in number.

We can look with pride as we continue to receive visitor compliments, not only on our restoration or right-of-way appearance, but most of all, on the friendly hospitality displayed by our members/operators who greet and assist our patrons, be they adult or child. It is to you that I look with pride. It is you that I salute, for it is you who are our most precious resource. You far outweigh all our material assets!

Mike Buck
Vice President, Traction

President's Message

The term "museum" suggests a room where people stand and view musty but neatly arranged old things. Some express their bewilderment at learning that MTM does not have such a room. The working exhibits which we bring to the community, however, are a "museum" in the best sense, because they give people the actual experience of historic transportation.

The MTM traveling road show, headed up by NP No. 328 and Combine 1102, has received warm enthusiasm at every stop. In providing it, we fulfill our purpose as a museum. We have caught people's imagination and generated interest in railroading, both past and present. Putting on the exhibits has sharpened the skills of our members who man them, and has forged a higher level of professionalism, teamwork, and individual responsibility than I have ever before observed. It also has given us the financial reserves we need to expand and improve our exhibits.

Although these exhibits have been exhausting, they have been a lot of fun. After all, our reward for the past seven years of sweat and freezing at Como Shops is the chance to take our train out on the railroad. These outings have been possible because of the generous help of Burlington Northern and the Minnesota Transfer Railway, and with the freely given time of many museum members. My thanks to everyone who pitched in.

Bill Graham
President



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

F.H. Rhodes, Minnegazette
Post Office Box 1300
Hopkins, MN 55343

7,480 Riders Swarm to MTM's First Steam Train Operations!

Once there was a little streetcar museum that dreamed also of becoming a railroad museum. Could the museum actually restore a steam engine and antique coaches? Could it actually operate a train? Would anybody ride it? Those dreams and questions were firmly answered on the weekend of July 4 and 5 with a resounding YES!

A nervous, all-volunteer train crew pulled out of the New Brighton stockyards area at 9:00 a.m. on a warm, humid July 4 with every seat filled on the 350-passenger train. Before the weekend would end, the train would pull out 21 more times — every one

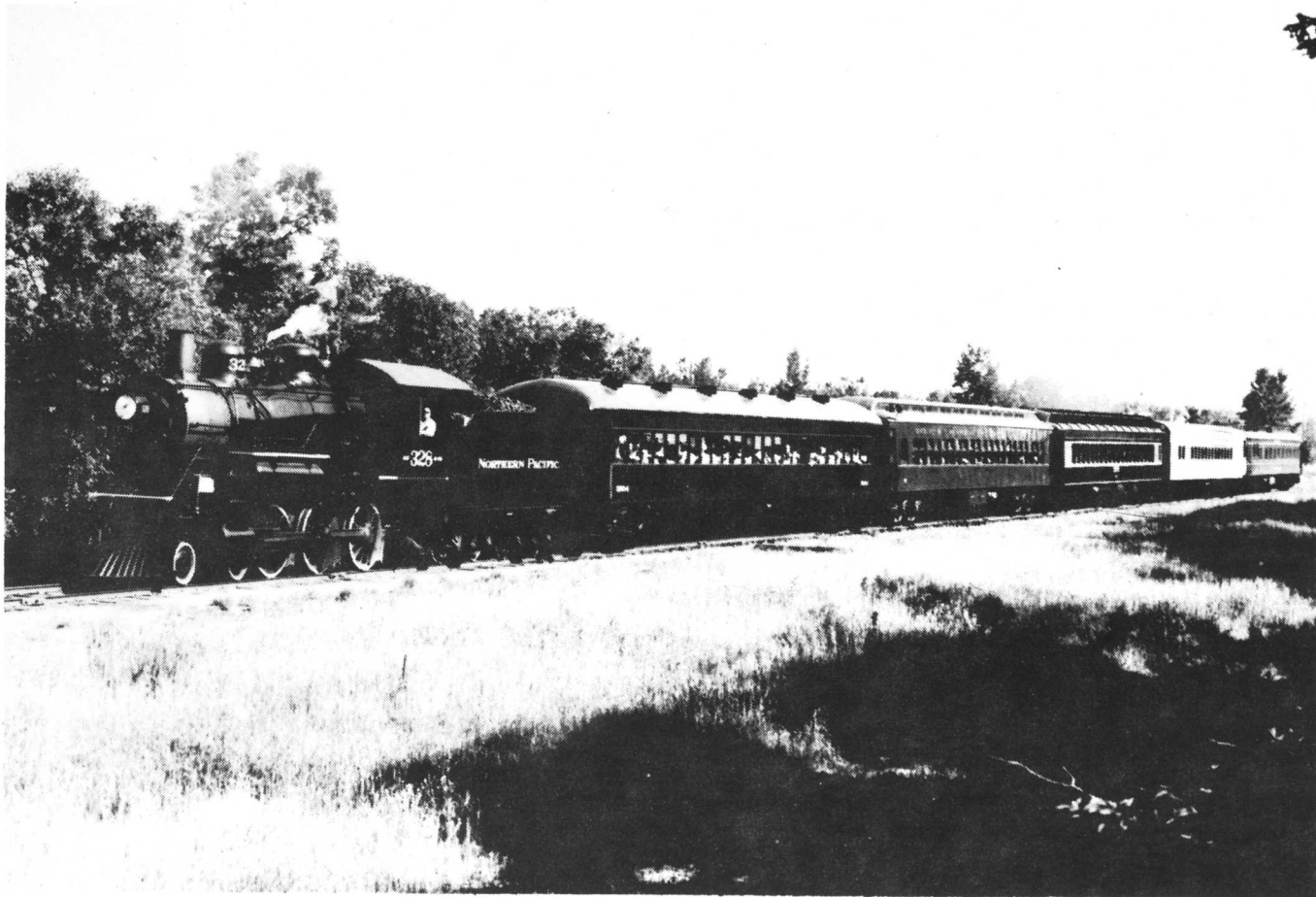
sold out! By Sunday night, 7,480 people relived a little bit of yesterday — a ride behind steam.

The boarding area was about in the middle of the two-mile run. The train backed up first, across Interstate 694, and to the end of the line. Then it chugged forward for two miles, roaring right past the boarding area in a breathtaking display of smoke, cinders, bells, whistles, and steam to the delight of waiting crowds. Then the train backed into the loading area. Although only 18 trains were scheduled to run — at 1-1/4 hour intervals (9 per day) — the enormous crowds necessitated squeezing in several

“extras” to ease the congestion in the vast former stockyards area. Many trains were sold out two trips ahead.

Great front-page publicity and TV coverage of the resurgence of 328 contributed to the strong turnout at New Brighton. But it took the team effort of the museum staff, most of it inexperienced in this sort of an operation, to pull it off. This they did with a hearty “well done” heard from many riders.

For a “shake-down” weekend, it smacked with professionalism, and it undoubtedly will help our future operations run even more smoothly.



No. 328 puffed its way through New Brighton hauling passengers in a variety of equipment; something new, something borrowed, and something blue. Following 328 and its tender was MTM's “new” Rock Island commuter coach No. 2604; Duluth, Missabe & Iron Range coach No. 33 (borrowed from the Lake Superior Museum of Transportation); CM & NR coach No. 6148 (borrowed from the

Chicago, Madison & Northern Railroad of Wisconsin); MTM's bright blue Great Northern coach No. 1096; and the “Gritty Palace” parlor car (borrowed from Art Pew of Burlington Northern). Coaches 2604, 33, and 6148 were open cars while 1096 and the “Gritty Palace” were closed air-conditioned cars. Photo by Frank Sandberg.

MTM Train Displayed at Amtrak Days

Big crowds surrounded MTM's static train exhibit July 25 and 26 for the Burlington Northern/Amtrak Family Days celebration on the old restored Main Street across the Mississippi River from downtown Minneapolis. The exhibit was part of a large display of new railway equipment both on Main Street and at the Midway Amtrak Depot in St. Paul.

MTM's display consisted of the NP 328 steam engine and tender, NP Triple Combine car No. 1102, Great Northern coach No. 1096, and the newly-acquired NP caboose No. 10864. The train was parked on the crooked little spur that parallels Main Street. The engine was fired up so it could blow out some steam and sound its whistle. The longest lines formed for those who wanted to climb into the cab of 328.

A French turbotrain transported crowds between the two sites at \$1 each one way. The 12-minute train trips were sold out many trips ahead and a 2-hour wait for a train ride was not uncommon. As a result, most people bought round trip tickets and stayed on the train for the return trip rather than wait in long lines twice. That meant thousands who boarded the train in St. Paul did not get to see the MTM train on Main Street. MTM had a booth display set up at the Midway Depot. All in all, it was another good weekend for the museum as thousands more saw a living, breathing steam engine once again.

Northern Pacific 328 Booklets Available

Our July/August Minnegazette NP 328 dedication issue has been modified into a souvenir booklet entitled "328 Restored." New pictures replaced non-328 articles in the issue and the booklet proved to be a hot seller at Stillwater. You may purchase these booklets from me directly for \$1 each or order them by mail for \$1.25 each postpaid. My address: Ray Bensen Sr., 4832 York Av. S., Minneapolis, MN 55410.



"The New Brighton Special" snaked its way through the former stockyards area, used as a passenger loading area on July 4 and 5, in this air view taken by Phil Epstein.



Resting behind the "Gritty Palace" parlor car between trips at New Brighton were Bob Clark, far left, Bob McNattlin and Andrew, Bob Ball, and conductor Casey Bensen. Photo by Ann McNattlin.

Two Fall Rail Conventions Set

The Association of Rail Museums (ARM) will hold its annual convention in San Francisco on Sept. 25, 26, and 27. The convention will include meetings, seminars, tours of BART shops and cable car barns, and chartered streetcar rides. The weekend concludes with a visit to the California Railway Museum in Rio Vista Junction.

Events are scheduled through October 3 which include an Amtrak trip to Los Angeles and San Diego and a chartered ride on the new "Tijuana Trolley." Other side trips are to the Southern Pacific repair shops and new state train museum in Sacramento, San Juan Capistrano, and the Orange Empire Railway Museum. For more information, contact Scott Heiderich, 645-3333.

The Tourist Railway Association (TRAIN) will hold its annual convention at the Lake Erie & Western Railway in Toledo, Ohio on Nov. 13, 14, and 15. Again, this convention will feature fine seminars on museum railroad operations and a chance to visit a truly fine rail museum. For more information, call Frank or Judy Sandberg, 890-2830.



No. 328 rolled into the loading area at New Brighton with its five coaches full of riders as shown in this compressed shot. Photo by Phil Epstein.



Minnesota Transportation Museum, Inc.

The New Brighton Special



July 4-5, 1981
New Brighton, Minnesota
Coach Ticket

No. 4489

No. 4489



Minnesota Transportation Museum, Inc.

No.

4489

Ticket issued subject to restrictions indicated by official museum punch and stamp on reverse side. Although every effort will be made to operate on time, the Minnesota Transportation Museum does not guarantee on-time operation of the train.

New Brighton Special

July 4-5, 1981
Coach Ticket

Train # Leaves

1	9:00 a.m.	<input type="checkbox"/>
2	10:15 a.m.	<input type="checkbox"/>
3	11:30 a.m.	<input type="checkbox"/>
4	1:00 p.m.	<input type="checkbox"/>
5	2:15 p.m.	<input type="checkbox"/>
6	3:30 p.m.	<input type="checkbox"/>
7	4:45 p.m.	<input type="checkbox"/>
8	6:00 p.m.	<input type="checkbox"/>
9	7:15 p.m.	<input type="checkbox"/>
	Adult	<input type="checkbox"/>
	Child	<input type="checkbox"/>
	Special	<input type="checkbox"/>

MTM's first train ticket, one of thousands sold at New Brighton on July 4 and 5. The \$3 coach ticket (above) was printed on light blue stock while the \$10 parlor car ticket was printed on bright yellow stock. The ticket photo was

taken by Dennis Johnson at the first steam-up on May 30. The ticket was 3-1/2 in. wide by 8-1/2 in. long. Passengers kept the left-hand side of the ticket.

6,318 Ride Behind 328 at Stillwater

Fresh from the success of 328's inaugural at New Brighton, MTM brought its new railroad show to Stillwater on August 15 and 16 for the annual Lumberjack Days celebration.

MTM's second-ever steam operation also was a smashing success. Despite very little press coverage this time (the novelty's worn off already?), most trains were nearly full. The only change in the consist from New Brighton was the replacement of Art Pew's "Gritty Palace" parlor car with MTM's own NP Triple Combine car No. 1102. Though the 1102's passenger compartment seats only 20, standees were permitted in the baggage compartment.

Rather than being tied to a schedule, MTM experimented with a run-when-full (or nearly full) operation. Consequently, the train ran about every 40 minutes for a total of 30 trips in the two days. The "Stillwater Express" left from 3rd and Myrtle in downtown Stillwater and chugged northward uphill over two miles through a scenic, hilly, densely-wooded route, then coasted back most of the way to the loading area.

It was a nostalgic homecoming for 328, which is owned by the city of Stillwater, for it is here where the engine sat on static display from 1954 through 1976.

Operations went smoothly once again as the MTM crews gained more experience in the complicated efforts of running a passenger train. Now the museum looks ahead to possibly two or three more excursions before it calls it a season.



No accidents were reported on Interstate 694 as startled motorists witnessed one jam-packed rail coach after another crossing the freeway. Photo by Phil Epstein.

5th Annual Streetcar Company Picnic Oct. 11

MTM's social event of the year is coming! Yes, it's the 5th annual old-fashioned Streetcar Company Picnic to be held at the Linden Hills car barn on Sunday, October 11 from 12:30 until 5:00 p.m.

As always, MTM will provide the food and beverages — bratwurst and hamburgers charcoal-broiled to your perfection, baked beans, potato salad, and beer and pop. MTMers who would like to bring a green salad or dessert are welcome. Please call Dennis Johnson at 920-0312 or Mike Buck at 822-7559 if you would like to help. Although the picnic is free, MTM will cheerfully accept all donations to help defray expenses.

Loren Martin and his talented crew are working hard to possibly have Duluth streetcar No. 265 ready for rides through the fall-colored glen by the date of the picnic. Right now it looks good that picnickers will be able to ride *two* streetcars.

Last year, a record 300 people attended the picnic and with membership climbing every day, this picnic should be the biggest and best one yet. To assure enough seating, please bring your own lawn chairs. Leave your car at Lake Harriet or, better yet, leave it at Lake Calhoun and ride the "modern electric highway" to the picnic on October 11. See you there!

Minnesota Transportation Museum Stillwater Express



August 15-16, 1981

MTM
\$2.00

Proceeds from this event used to restore historic transportation equipment.

No 6377



MTM's second train ticket was light green with dark green print and is shown actual size. The ticket showed a scene from New Brighton (same as this issue's cover photo)

taken by Bob Clarkson. Again, passengers kept the left-hand stub.

Members "Chug it" on Member's Day

"I ran a steam engine!" exclaimed many excited MTMers on June 27 at the first annual Member's Day at Como Shops. The day was the first opportunity for most members to see NP steam engine No. 328 fired up and running.

Members were given a chance to actually run the engine under the watchful eyes of engineers **Jim Bertrand** and **John Winter**. Your editor was one of the guilty few who committed the unpardonable sin of spinning 328's wheels when drawing back the large throttle arm.

The engine, tender, and DM&IR coach No. 33 ran back and forth on about 1,000 feet of track all afternoon. The day was a tremendous success and the membership is looking forward to future Member's Days.



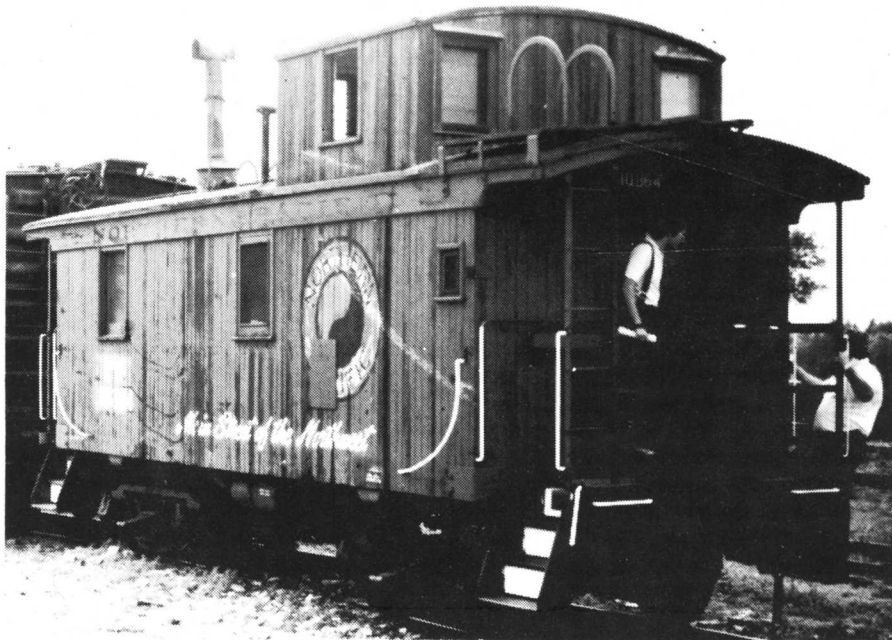
MTM President Bill Graham, left, presented Thomas Lamphier, MTM Director At Large and retired BN Transportation Division President, with a kerosene lantern at Como Shops on Member's Day June 27 in tribute for the help that he and BN provided the museum over the years. Photo by Bob McNattin.

San Francisco PCC Cars Roll into History

After serving San Francisco for over 30 years, the city's venerable green and cream PCC streetcars made their final runs in revenue service on August 23. Streetcar service ended on Market Street that day also as the new LRV's use the Market Street subway exclusively.



Engineer Jim Bertrand explained the workings of 328 to the many "5-minute engineers" who ran the engine on Member's Day. Photo by Fred Rhodes.



Another little red cabooses has become MTM's latest acquisition thanks to Burlington Northern. Ex-Northern Pacific 1910 cabooses No. 10864 (formerly No. 1631) was donated to the museum this summer after being removed from service in the Little Falls, Minn. area. Photo by Bob McNattin.

Railfans chartered two PCCs for the final runs; No. 1006, San Francisco's first PCC car, and No. 1040, the last PCC built in North America. The California Railway Museum plans to acquire both PCCs for their museum in Rio Vista Junction.



On the Road With the 1102

MTM's ex-Northern Pacific Triple Combine Car No. 1102 was on display May 14 and 15 as part of Burlington Northern's Railroad Days celebration in Willmar, Minn. MTM member **Phil Hanson** traveled with the car as Agent in Charge and shared his experiences with us.

The 1102 had already been switched out of the Como Shops and spotted on Track 16 in front of the Superintendent's office when Phil boarded the car at 6:30 a.m. Tuesday, May 12. At 10:00 a.m. the BN switcher towed the 1102 to BN's Northtown Yard where it sat until late that afternoon. Phil kept busy cleaning the car and talking with the occasional railroader who happened by. At 5:30 p.m. the 1102, with Phil aboard, was hooked onto train number 190 — the Sioux City, Iowa freight — just in front of the caboose. One-ninety pulled out at 5:45 p.m. bound nonstop for Willmar.

Landmarks familiar to train watchers were Minneapolis Junction, Lyndale Yard, and Wayzata Depot. The car rocked along without incident; "A smooth running car," remarked Phil.

Upon arrival at Willmar about 10:00 p.m., the 1102 was spotted on the north side of the yard for the night. That left Phil on the car for two nights and a day before the car went on display. With two heavy blankets, he made his bed on the ex-Chicago Transit Authority walk-over seats, temporarily installed in the 1102 while the original seats were being reupholstered.

Breakfast was rolls and coffee brought from home. Lunch was at a diner near the yards, and supper was back at the diner — a hot roast beef sandwich on the "special." Between those gourmet repasts, Phil worked on the car and passed out brochures describing the car and the glories of rail travel to the various railroaders who stopped by to say hello. Thursday morning Phil was joined by **John Larson**, Superintendent of 1102, and **Bill Cordes**. The car was ready for public display by 9:30 a.m. after having been switched the day before to a position directly opposite the Willmar depot. "The public seemed to enjoy seeing the car," according to Larson. "Many of the youngsters had never seen such a car and the old-



Phil Hanson signalled from the rear steps of car 1102 in Willmar, Minn. Photo by Hudson Leighton.

timers wished the passenger trains were still running through Willmar." About 3,600 people went through the car during the two-day celebration. Friday the crew was augmented by Larson's wife, **Brenda**, and their two sons, **Tim** and **Jon**. The exhibit was closed at 5:30 p.m. Friday and preparations began for departure.

Now the problem was to decide on a train for the return trip. According to the yardmaster at Willmar, an eastbound coal train was due in at 7:30 that evening, but Phil let it pass for fear that the 1102 would be covered with coal dust. The next eastbound train was at 11:00 a.m. Saturday which meant sleeping

another night on the walk-over seats. But arrangements for that connection were not concluded in time, so Phil and the 1102 did not leave Willmar until 6:00 p.m. Saturday, arriving at Litchfield at 9:30 p.m. There the train waited on a siding. Phil dozed off and did not wake up until 6:00 a.m. Sunday when the train was passing through Cedar Lake Yard in Minneapolis. So, you see, it is possible to sleep on those walk-over seats — you just have to be tired enough!

The train pulled into Northtown Yard at 7:15 a.m. The 1102 and caboose were uncoupled and shifted to 35th Av. NE. where they waited for the westbound Empire Builder to pass. At 8:15 a.m., the 1102 was coupled behind 65 cars bound for Union Yard where it was cut off and set out on a side track.

By this time Phil had had enough. He called home from the yardmaster's office and had his brother pick him up. "A nice long ride," said Phil as he told of his experience. "I enjoyed myself up there. I took my TV set."

Whenever the 1102 is out on display overnight — whether it be in Willmar or on the old Main Street in Minneapolis — you can bet that Phil Hanson is aboard watching over her.

Bob McNattin
Executive Vice President



Badges and Patches Available

All members, whether they are directly involved with the Traction Division or not, are welcome to order the "Motorman" or "Conductor" metal hat badges from member **Eugene Corbey** at 488-5254 for \$1.25 each. The badges are designed for the traction or railroad conductor hats.

The current order of "pill box" hats will be arriving shortly for those who ordered them. We will distribute them at the Sept. 8 general membership

MTM's Youngest Member

In the May/June issue of the *Minnegazette*, we introduced you to MTM's oldest member, 100-year-old **Christian Nelson** of Chico, Cal. Now meet MTM's youngest member, 12-year-old **Christopher Hammond** of Minneapolis.

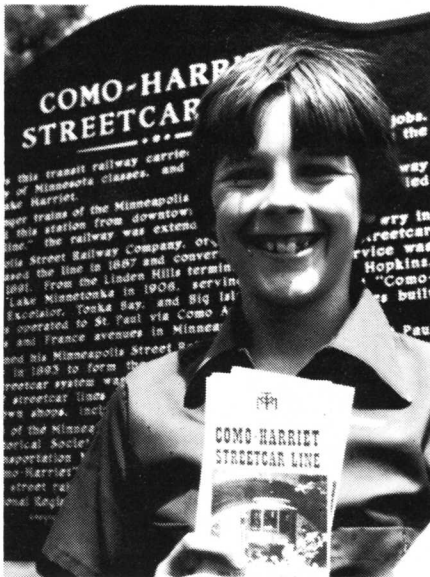
While there are younger members in the museum included in family memberships, Chris is the only person in his family who is a member of MTM. Chris also is a veteran member, having joined the museum as a 9-year-old.

"I just wanted to ride the streetcar a lot to pass the time during summer vacation," explained Chris in his reasoning for joining the museum three years ago. Chris lives on W. Lake Harriet Parkway, just three

houses south of the carbarns, making it easy to ride a streetcar on impulse.

"I also enjoy helping the crews that run the streetcar," said Chris, acknowledging that there is more to being a member than just riding a streetcar. Chris is well-known to the Como-Harriet crews as a helpful young lad who will flag 1300 across 42nd St. while the harried platform agent is surrounded by token-buyers on a busy Sunday afternoon. Or help pass out Como-Harriet brochures to riders. Or pick up cokes at the Lake Harriet refreshment stand for thirsty crew members on hot afternoons.

Chris has helped MTM in many other ways the past few months. Decked out in his standard gray uniform shirt with the MTM and TCRT shoulder patches, Chris was seen on KTCA-TV with other MTMers answering pledge phones during channel 2's spring fund-raising drive. He also helped staff the MTM display booth at the Hub Shopping Center model railroad show, the MTM train display at the Burlington Northern/Amtrak Family Days event on Main Street during the Aquatennial, and helped clean up the Como-Harriet right-of-way this spring. Chris is looking forward eagerly to the day when he can train in as a motorman on streetcar 1300.



Chris Hammond, the unofficial "fourth crewman" on many of the Como-Harriet Streetcar Line crews. Photo by **Fred Rhodes**.

In the meantime, Chris will enter 7th grade at Southwest High School this fall and pursue his sporting interests such as soccer and hockey. Chris also is a scuba diver and has practiced in Lake Harriet often. He plans to search for the rumored "streetcar in the lake."

Chris also is an avid motocross dirt bike racer and has the scars to prove it. In August, while jumping with his bike, Chris landed wrong, took a nasty spill and tore a cartilage in his left knee and now has his leg in a cast for six weeks. The spill took place the same day he finished third in a motocross meet with 300 other bikers.

Finally, like all good MTMers, Chris is a model railroader. He confesses, however, to having "only trains" and has yet to get his streetcar 1300 model for his layout. Chris Hammond, himself, is a model MTMer and another person you will meet at the Como-Harriet Streetcar Line.

Trolley Line Planned for Como Park

The St. Paul City Council approved a proposal on June 9 which will give Como Park a much-needed \$17.5 million facelift. The 450-acre park with its renovated zoo has become the most heavily used recreational area in the Twin Cities. Features of the project include rerouted parkways, elimination of other roads, expanded parking facilities, renovation of several buildings, and construction of a 1.7 mile trolley line.

MTM contacted parks planner, Bob Broughton, and gathered some details on the rail portion of the project. The trolley line is expected to be the showpiece of the project in that it will serve a functional purpose. It will transport visitors from fringe parking areas to the many park attractions. The line will begin at the parking areas near McMurray Field (the recreational field across the BN tracks from Como Shops), cross Como Avenue, pass the conservatory and zoo, then turn east, cross Lexington Parkway and loop at the classic pavilion on the shores of Como Lake. A small fare will be charged, only to keep children from "camping" on the cars.

The shuttle service will ease the traffic congestion near the conservatory and zoo. On-street parking in these areas will be eliminated once the trolley line opens.

Rolling stock might consist of four ex-Lisbon, Portugal narrow-gauge trams. The single-truck cars were built in 1926 from Brill Co. 1902 specifications and look much like the streetcars that ran in the Twin Cities in the 1890s. The cars are 28 feet-10 inches long, weigh 11 tons, and seat 24 passengers.

The cars would come from a 9-car order (Nos. 523-531) placed by Aspen, Colorado two years ago. Detroit bought eight similar trams for their downtown "Detroit Citizen's Railway" which is now in operation. Lisbon removed the cars from service and shipped them to the U.S. One car, No. 531, was diverted from the Aspen order and trucked to the Lake Superior Museum of Transportation in Duluth where it will begin museum operation this summer.

Aspen received the remaining eight cars, decided against building a trolley line, and promptly put the cars up for sale. Duluth then purchased a second tram from Aspen,

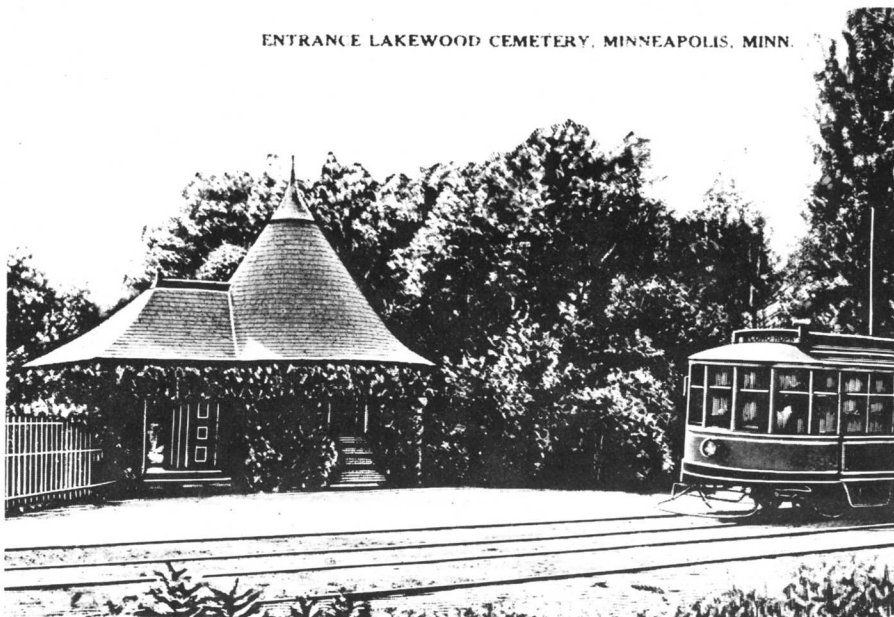
No. 530, to operate with No. 531. St. Paul plans to buy four of the remaining Aspen trams for the Como Park line.

If St. Paul is unable to get the Aspen cars, the city will try to purchase other narrow-gauge Portuguese trams directly. The park prefers the smaller narrow-gauge vehicles, according to Mr. Broughton, because they would blend into the park better than the larger 1300-type TCRT streetcars. That decision, however, is not final and they could yet build a standard-gauge line. Long-time residents will remember that the Como-Harriet streetcar line ran

through Como Park until 1953, including Lake Harriet's streetcar No. 1300. Many members hope that the Como Park line will be standard gauge so that 1300 could be loaned out for a summer and its roll sign could give meaning, once again, to **COMO** as well as **HARRIET**.

Although the trolley line is long, expects heavy patronage, and will be a multi-car operation, the line will be single-track, but with several passing sidings and turning loops at each end. The line will be maintained and operated by park personnel. Construction could begin next year and take up to five years to complete.

ENTRANCE LAKEWOOD CEMETERY, MINNEAPOLIS, MINN.



Streetcar passenger entrance at Lakewood Cemetery in 1908. The site is the approximate location of today's Como-Harriet Lake Calhoun platform near 37th St. Postcard from the Gary Lovegren collection.



Calendar of Events

- Aug. 28:** Tenth anniversary of restored Como-Harriet Streetcar Line.
- Sept. 8:** General membership meeting.
- Sept. 25 - 26 - 27:** ARM convention in San Francisco.
- Sept. 26 - 27:** James J. Hill Days, Wayzata. Full 328 steam train.
- Oct. 11:** MTM picnic at Lake Harriet.
- Oct. ??:** First revenue run of Duluth streetcar 265.
- Nov. 1:** Last scheduled run of Como-Harriet Streetcar Line for season; may run later, weather permitting.
- Nov. 13 - 14 - 15:** TRAIN convention in Toledo, Ohio.
- Nov. 17:** General membership meeting.

"Silverton" Railroad Sold; Expands Service

The Denver & Rio Grande Western Railroad has sold its 45-mile Silverton-Durango narrow-gauge mountain railroad in southwestern Colorado to Charles E. Bradshaw, Jr., of Orlando, Florida for \$2.2 million.

Known for its spectacular Animas River Canyon route through the San Juan National Forest, the railroad is the only regularly scheduled narrow-gauge line in the contiguous United States, and has also been in continual service since it was constructed in 1882. The line climbs a half mile in elevation along the valley and canyon course of the Animas River. Most of the area it travels is inaccessible by any other public transportation.

In selling what has been known as the Silverton Branch, the D&RGW has divested itself of its last segment of a narrow-gauge system that in 1900 extended 1,700 miles through the Rocky Mountain west.

The line will be known as The Durango & Silverton Narrow Gauge Railroad Company, Inc. Durango

will be operational headquarters and the passenger train will keep its traditional name: The Silverton.

To any of us who have ever wanted to own a railroad, it's a dream come true for Mr. Bradshaw, a citrus grower from Florida and life-long steam engine enthusiast who first saw the Silverton Branch on a pleasure trip seven years ago. He saw it as "a living legend," found out it was for sale, and began studying every phase of narrow-gauge railroading. Engineering studies were made of the track, bridges, and structures, including the potential for improving service with larger locomotives, yet retaining pioneer railroading authenticity.

Bradshaw has announced many plans to improve his new railroad including a longer operating season, more steam engines, refurbishing and expansion of necessary facilities, and a nationwide advertising campaign to attract more passengers. In 1980, over 100,000 passengers rode the Silverton during its daily opera-

ting season from May 24 through October 5. During the peak season, the Silverton's seating capacity of its two daily trains could not meet the demand for reservations. This year the season has been lengthened by 60 days by continuing operations into the fall.

Included in the sale were six model K-36 and K-37 2-8-2 Mikado type steam locomotives retired from service on the old narrow-gauge system. These engines are larger and more powerful than the three K-28 2-8-2 engines that have been hauling the Silverton in recent years. They never have been used on the Durango-Silverton route. Each locomotive will be able to pull about 50 percent more cars than the 10-car limit of the smaller units.

The six engines will be restored to service as they are needed for longer or additional trains. The Durango roundhouse will be expanded to accommodate the additional engines.



Join the Fun!

Do you like trains? Streetcars? Working with them? Being around them? Just reading about them? If the answer is yes, then the Minnesota Transportation Museum is for you. All of the above is possible by simply becoming an MTM member today.

Many events are still on the calendar before we shut down rail operations for the season. There is still time to be part of the action that you read about in this magazine. Of course, meetings and these **Minnegazettes** will continue all winter bringing you the latest news of our future plans. Fill out the application below and join the fun!

- ☐ MTM FAMILY membership (\$20 per year). All members over 18 eligible to operate museum equipment.
- ☐ MTM ACTIVE membership (\$15 per year). Eligible to operate museum equipment.
- ☐ MTM ASSOCIATE membership (\$10 per year).

All members receive the bi-monthly Minnegazette magazine at their homes.

I do not wish to join MTM, but would like to contribute to the restoration (tax-deductible).

Name _____ Phone _____

Address _____

City _____ State & Zip _____

Mail to: **Minnesota Transportation Museum, Inc.**
P.O. Box 1300, Hopkins, MN 55343



Orville Richter worked on 328 prior to the train's first run in New Brighton. Photo by Bob McNattin.



Ride the modern "Electric Highway" to the
**5th Annual
Streetcar Company
PICNIC**
at Lake Harriet
Sunday, Oct. 11, 1981



See page 6 for details!

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August 2021

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